		CLASSIFICATIO	N - CONFIDENTS	1		50X1-HU
			AL INTELLIGENCE		REPORT	
		INFOR	MATION F	EPORT	CD NO.	
COUNT	'RY	USSR/Germa	any (Soviet Zone	.)	ORR 5391 DATE DISTR./3 Jul 1954	
SUBJE	CT		craft Repair an	•	NO. OF PAGES 2	.
00002	.	Records	crare neparr an	o maintenance	NO. OF TAGES A	
PLACE ACQUIR	RED				NO. OF ENCLS.	
DATE					SUPPLEMENT TO	50X1-HI
ACQUII	RED				REPORT NO.	
DATE O	OF INFORMATION	I				
THIS DOCU OF THE UN AND 794,	UMENT CORTAINS INFORMATION INF	OD APPECTIVE THE WATIONAL S WEARING OF TITLE 18, SECTION SEMPER. 175 TOANSHISSION ON	674888 hb 703	THIS IS LINE	VALUATED INFORMATION	
	F 176 CORTERTS TO OR AST EO OT LAD. THE OSPONOUS	CEIPT OF AN UNAUTHORIZED PER TTION OF THIS FROM AS PROMIS	86 18 18769.	11110 10 0112	THE OWNER OF	
						 50X1-Hl
1.	An aircraf	t factory provide				
1.	OTHE LOT. CHE	aircrait and c	one for its east	na The reserv	ich aircraft it produces	
1.	booklets is	aircrait and contains that the life	one for its engi	ne. The reas:	In for having separate	
1.	booklets is engine. The	that the life see booklets ar	one for its engi of the aircraft to never kent in	ne. The reas: is always low the aircraft.	on for having separate nger than the life of the items of the Soundrer	ne
1.	booklets is engine. The	s that the life nese booklets ar cs. They are tr	one for its engi of the aircraft to never kent in	ne. The reas: is always low the aircraft.	In for having separate	ne
1.	booklets is engine. The headquarter goes into	attrictant and can that the life nese booklets are trees. They are trees records:	one for its enging of the aircraft of the aircraft or never kept in ceated as Secret	ne. The reas: is always los the aircraft documents.	on for having separate ger than the life of the itself but in Squadron the following information	ne
1.	booklets is engine. The headquarter goes into	a that the life ness booklets are tropies. They are trubese records:	one for its enging of the aircraft re never kept in reated as Secret interested as secret interested into the aircraft	is always lost the aircraft documents. I	on for having separate ger than the life of the itself but in Squadron the following information the air.	ne
1.	booklets is engine. The headquarter goes into the control of the c	s that the life lese booklets ar rs. They are tr these records: and length of ti and length of ti	of the aircraft re never kept in reated as Secret ime the aircraft me the engine h	is always lost the aircraft documents. It has been in the strum while of	in for having separate iger than the life of the itself but in Squadron the following information the sir.	on on
1.	booklets it engine. The headquarter goes into the condition of the conditi	s that the life see booklets an s. They are tr these records: and length of ti ind length of ti i of all remairs	of the aircraft re never kept in reated as Secret ime the aircraft me the engine he is to both the air	is always lost the aircraft documents. It has been in the strum while of	on for having separate ger than the life of the itself but in Squadron the following information the air.	on on
1.	booklets is engine. The headquarter goes into the control of the c	s that the life lese booklets are s. They are tr these records: and length of ti i of all repairs and where repair	of the aircraft re never kept in reated as Secret ime the aircraft ime the engine he to both the air swere made.	is always lor is always lor the aircraft documents. I has been in the as run while or reraft and the	in for having separate ger than the life of the itself but in Squadron the following information the air. In the ground. In engine, plus record of	on on
1.	booklets it engine. The headquarter goes into the control of the c	s that the life see booklets are s. They are tr these records: and length of ti ind length of ti i of all repairs and where repair of replacement p	of the aircraft ine the aircraft me the aircraft me the aircraft to both the aircraft swere made.	is always lor is always lor the aircraft documents. I has been in the as run while or craft and the	in for having separate ger than the life of the itself but in Squadron the following information the air. In the ground. In engine, plus record of	on on
1.	booklets is engine. The headquarter goes into the control of the c	s that the life see booklets are treese booklets are treese records: and length of the treese treese treese records in the series and length of the treese records in the series are treese repeated to replacement present and where repairs of replacement present are treese repeated.	of the aircraft re never kept in reated as Secret ime the aircraft me the engine he to both the airs were made. Earts for both teplacement parts	is always lor is always lor the aircraft documents. I has been in the as run while or craft and the	in for having separate ger than the life of the itself but in Squadron the following information the air. In the ground. In engine, plus record of	on on
1.	booklets is engine. The headquarter goes into the control of the c	e alrerant and of that the life nese booklets are treathese records: and length of the treathese records and length of the treathese repairs and where repairs of replacement prescured the life estimated the life	of the aircraft re never kept in reated as Secret ime the aircraft me the engine he to both the airs were made. Earts for both teplacement perts e expectancy.	ne. The reas: is always lor is always lor the aircraft documents. The has been in the as run while or craft and the he aircraft ar	in for having separate ger than the life of the itself but in Squadron the following information the sir. In the ground. In engine, plus record of the engine.	ne on
1.	booklets is engine. The headquarter goes into the control of the c	e alrerant and of that the life nese booklets are. They are truthese records: and length of the truth of the truth of all repairs and where repair of replacement present and the life conditions p	of the aircraft re never kept in reated as Secret ime the aircraft me the engine he to both the airs were made. Earts for both teplacement perts e expectancy.	ne. The reas: is always lor is always lor the aircraft documents. The has been in the as run while or craft and the he aircraft ar	in for having separate iger than the life of the itself but in Squadron the following information the sir. In the ground. In engine, plus record of the engine.	oe on
	booklets it engine. The headquarter goes into the late and the late an	s that the life see booklets are the see booklets are these records: and length of timed where repairs of replacement perpendiction of the life conditions page.	of the aircraft re never kept in reated as Secret ime the aircraft me the engine he to both the airs were made. Arts for both tiplacement perts be expectancy.	ne. The reas: is always lor is always lor the aircraft documents. I has been in the as run while correct and the he aircraft are e airfield whe	in for having separate iger than the life of the itself but in Squadron the following information the following information the ground. In the ground. In engine, plus record of the engine.	ne on
1.	booklets is engine. The headquarter goes into the department of th	s that the life see booklets are the see booklets are these records: and length of the time of all repairs and where repair of replacement perpendictions of reconditions per timated the life in conditions per the see that the	of the aircraft ine the aircraft me the aircraft me the engine he to both the airs were made. Arts for both to applacement perts e expectancy. Arevailing at the accorded by the accorded by the aircraft of the aircraft method in	ne. The reas: is always lor is always lor the aircraft documents. I has been in the as run while correct and the he aircraft are e airfield whe	in for having separate iger than the life of the itself but in Squadron the following information the sir. In the ground. In engine, plus record of the engine.	ne on
2.	booklets is engine. The headquarter goes into the late at a second when	e alrerant and of that the life see booklets are. They are treathese records: and length of the translation of all repairs and where repairs of replacement prescriptions of restimated the lift ic conditions produced the squadron extension of the squadron extension is respectation of the squadron extension of the squadron extension is respectation.	of the aircraft re never kept in reated as Secret ime the aircraft me the engine he to both the airs were made. Arts for both toplacement perts e expectancy. Trevailing at the corded by the air ngineer who also	is always low the aircraft documents. It has been in the aircraft and the he aircraft are airfield when the aircraft technic signs this documents.	in for having separate ger than the life of the itself but in Squadron the following information the sir. In the ground. In engine, plus record of the engine. The the aircraft is the cian and checked for ocument.	on SOX1-HUM
	booklets is engine. The headquarter goes into the late of the late	s that the life see booklets are sees booklets are these records: and length of ti and length of ti in of all repairs of replacement p expectancy of re stimated the lift ic conditions p the squadron e d booklets aluct d booklets aluct	of the aircraft of the aircraft of the aircraft of the aircraft me the aircraft me the engine he to both the aircraft for both the aircraft for both the placement perts be expectancy. The aircraft of the a	ne. The reas: is always low the aircraft documents. The reas: has been in the aircraft and the aircraft and the aircraft are e airfield when the aircraft technic signs this directaft whenever	in for having separate ger than the life of the itself but in Squadron the following information the sir. In the ground. In engine, plus record of the engine. The the aircraft is the cian and checked for ocument. The property of the stransferoments are the aircraft is the cian and checked for ocument.	on SOX1-HUM
2.	booklets in engine. The headquarter goes into the late of the late	atterant and of the test booklets are the see booklets are these records: and length of the time of all repairs and where repair of replacement present and the liftic conditions produced the squadron end booklets always arrive. All	of the aircraft me the aircraft me the aircraft me the aircraft me the engine he to both the air swere made. Marts for both to placement perts be expectancy. The aircraft me airc	is always lor is always lor the aircraft documents. It has been in the aircraft and the aircraft and the aircraft technic signs this directaft wherever thing will he	in for having separate iger than the life of the itself but in Squadron the following information the following information the ground. In the ground. In engine, plus record of the engine. The the aircraft is the clan and checked for ocument. The clan and checked for ocument.	on SOX1-HUM
2.	booklets it engine. The headquarter goes into the late of the late	atterant and of the test booklets are the see booklets are these records: and length of the time of all repairs and where repair of replacement present and the liftic conditions produced the squadron end booklets always arrive. All	of the aircraft me the aircraft me the aircraft me the aircraft me the engine he to both the air swere made. Marts for both to placement perts be expectancy. The aircraft me airc	is always lor is always lor the aircraft documents. It has been in the aircraft and the aircraft and the aircraft technic signs this directaft wherever thing will he	in for having separate ger than the life of the itself but in Squadron the following information the sir. In the ground. In engine, plus record of the engine. The the aircraft is the cian and checked for ocument. The property of the stransferoments are the aircraft is the cian and checked for ocument.	on SOX1-HUM
2.	booklets in engine. The headquarter goes into the late of the late	atterant and of the test booklets are the see booklets are these records: and length of the time of all repairs and where repair of replacement present and the liftic conditions produced the squadron end booklets always arrive. All	of the aircraft of the aircraft re never kept in reated as Secret me the aircraft me the engine h is to both the aircraft of t	is always lor is always lor the aircraft documents. It has been in the aircraft and the aircraft and the aircraft technic signs this directaft wherever thing will he	in for having separate iger than the life of the itself but in Squadron the following information the following information the ground. In the ground. In engine, plus record of the engine. The the aircraft is the clan and checked for ocument. The clan and checked for ocument.	on SOX1-HUM
2.	booklets in engine. The headquarter goes into the late of the late	s that the life see booklets are the see booklets are these records: and length of timed length of timed length of the see the	of the aircraft re never kept in reated as Secret ime the aircraft me the engine he to both the aircraft for both the aircraft for both the placement perts be expectancy. The aircraft in the second of the aircraft for both the aircraft for both the aircraft for both the aircraft for the aircraft for the aircraft for the aircraft for repairs, in the aircraft for repairs, in the aircraft for repairs are recommended for repairs, in the aircraft for the aircraft fo	is always lor is always lor the aircraft documents. It has been in the aircraft and the aircraft and the aircraft technic signs this directaft wherever thing will he	in for having separate iger than the life of the itself but in Squadron the following information the following information the ground. In the ground. In engine, plus record of the engine. The the aircraft is the clan and checked for ocument. The clan and checked for ocument.	on SOX1-HUM

			March Control Committee	50X1-HUM			
		Channe	1994 - Marie Marie III (1994) Marie Marie Ma Marie Marie Ma				
		- 2 -					
4.	When the airgraft is a booklets are forwarded VVS in Moscow.	no longer serviceable, it is did i to the main directorate of avi	mantled for years and the plation engineering service of	record of the			
5.	In addition to the above-mentioned information recorded in the bookiets, the factory number, series and aircraft number, mass of individuals who made the final inspection of the aircraft and of the engines are also entered.						
		- end -					
				· .			
				50X1-HUM			
	A.						
			4				
r.			e e e e e e e e e e e e e e e e e e e				
	,	· .					
			A COLOR OF THE PROPERTY OF THE				
	14		D.				